





## To-day's Advertisements.

**ZETLAND LODGE.**  
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, TO-NIGHT, the 1st instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 1st March, 1899. [288a]

## BIJOU THEATRE.

RECLAMATION GROUND, WEST POINT.

Last Night but

OF 3 OF

THE SPANISH-AMERICAN WAR.

Jerusalem, the Filipino Donkey.

&c., &c., &c.

"Let 'em all come."

NEXT SATURDAY, FAREWELL MATINEE.

Hongkong, 1st March, 1899. [118a]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of BUSINESS contributed during the Half Year ended 31st December, 1898, on or before the 15th instant, on which date the Accounts will be CLOSED.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 1st March, 1899. [295a]

OLD BOILERS, &c., FOR SALE BY PRIVATE TENDER.

AT KOWLOON DOCK. Two 8' 6" by 10' 3" by 1" thickness of shell plating. Each with two 2' 8" by 7" furnaces and 164 3" exterior, and 21" interior diameter brass tubes each 7 ft. long.

One steam reservoir 7' by 3' 6" by 1" steel, with a breeches-piece of brass attached. 20 new brass boiler tubes 3" exterior diameter and 7' 3" long.

Three cast iron Main Stop Valve Chests with brass stop valves and spindles. Apply to J. KIRKWOOD, I. M. Customs, Kowloon. [296a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAIWANFOO.

THE Company's Steamship

"WUHU."

Captain Benson, will be despatched as above TO-MORROW, the 2nd instant, at 4 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st March, 1899. [273a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND SHANGHAI.

THE Company's Steamship

"TAIWAN."

Captain Harder, will be despatched as above on SUNDAY, the 5th instant, at Daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st March, 1899. [293a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PESHAWUR."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From Persian Gulf, &c. B.I.S.N. and B. & P. S.N. Co's Steamers.

Goods not cleared by the 7th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 1st March, 1899. [5]

## Auction.

To be Sold by PUBLIC AUCTION, at KOWLOON, on the 4th March.

THE P. & O. S. N. Co.'s S.S.

"BRINDISI"

as she now lies in Nagasaki Harbour.

Built in 1880, by Wm. DOXFORD & SONS at Sunderland.

Length 360 feet, Breadth 40 feet, Depth 31 feet.

Gross tonnage 3,688 tons. Effective Power of Engines 2,500.

Capacity of holds 4,550 tons of 40 cubic feet.

The Engines are in excellent preservation and the vessel, with some repairs, could be put in thorough sea-going condition, or she could be converted into an Admirable Hulk or Receiving Ship.

Private offers for the purchase of the vessel will be entertained in the meantime.

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 28th February, 1899. [211a]

## Intimation.



A. S. WATSON & Co., LIMITED.

IMPORTERS OF HIGH-CLASS SHERRIES.

B—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule.....\$10.80

C—MANZANILLA PALE NATURAL SHERRY, White Capsule..... 12.00

CC—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule..... 12.00

D—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule..... 14.40

E—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Lack Seal Capsule (Old Bottled) ... 20.40

B, C, and CC are excellent dinner Wines and suitable for invalids and delicate stomachs. D and E are after-dinner Wines of a very superior vintage. All are true Xeres Wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited, THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.

HONGKONG, WEDNESDAY, MARCH 1, 1899.

REUTER'S TELEGRAMS.

FRANCE.

LONDON, February 27th.

Acting under the instructions of M. Dupuy the Paris Police have raided the residences of a number of prominent Royalists, seized a voluminous correspondence and letters from the Duc d'Orleans to his supporters and the residence of his Secretary.

THE SOUDAN.

The Dervishes have recently fired on a gunboat going to Fashoda.

The Khalifa is believed to be 160 miles from Omdurman.

GREAT BRITAIN AND CHINA.

The Times says that the Chinese Government cannot be allowed to ignore Sir Claude Macdonald's protest, and that the British public are entitled to demand that no arbitrary administrative changes shall be tolerated which will affect enterprises in which British Capital has been invested mainly on the virtual recommendation of the British Government.

WEATHER REPORT.

The Observatory report says:—On the 1st at 11.50 a.m. The barometer has risen on the E. coast, pressure now being highest over N. China. The depression is probably moving Eastwards in Japan. Gradients slight in moderate on the China coast. FORECAST:—Moderate N. E. winds; cloudy, misty.

LOCAL AND GENERAL.

A Gazette Extraordinary, published yesterday, gives the revised list of Special and Common Jurors for 1899.

We have received a copy of The Korean Weekly-Repository—a small journal published in Seoul and containing local news. We wish the new publication every success.

H.M.S. Powerful will, we understand, leave for Manila on Tuesday next, while the Don Ventura will shortly go North to relieve the Hermione. The Victorious is at target practice and has not gone to Manila, as reported in the town.

In reference to the distribution of relief to the rebels in Kuyang, Anhui province, noted in these columns, says the N. C. D. News, a telegraphic dispatch from Nanking state that Tls. 180,000 was recently received in that city from Peking for relief distribution and that this amount and one locally raised by the Governor of Anhui amounting to another Tls. 100,000 will be sent by the end of this month to the scene of disturbance to buy the people back to their allegiance.

ROYAL Hongkong Yacht Club. Club Race. No. 9 March 5th, 1899. Course No. 4, 12 miles. Club Race. No. 7 to be resailed March 4th Course No. 1 starts 2.15 and 2.30 p.m.

HOCKEY match, Club v. Navy, to-morrow 4.30 Club ground. Club team:—Messrs. Millwood, Anton, Cox, Hooper, Pinckney, Wodehouse, Rowcroft, Thornhill, Wakefield, Campbell, Loring.

THE Joint Telegraph Companies announce that telegrams for Manila if to be delivered during the same day should reach their office by 4 p.m., as there is at present a difficulty about delivering messages the same evening if received at a later hour.

OUR Ambassador at Rome has informed the Italian Minister for Foreign Affairs that the English Government have decided to participate in the conference to be held in London for the compilation of a catalogue of the scientific literature of the various countries.

WE notice that even the dogs of the Royal Welsh wore the leek attached to their collars to-day, and mightily proud of the decoration they appeared to be. The Chinese were apparently greatly tickled at the display of the Welsh national emblem, and we heard many remarks passed upon the "joss piggin" of the "foreign devils."

ANOTHER portion of the expedition belonging to the Pekin Syndicate left Shanghai on the 24th inst. per s.s. Poyais for Hankow, including Captain Purvis and Nathan, R.E. The Commandant Luzzatti with his secretarial staff being now the only representatives of the Syndicate left in Shanghai, which is the head quarters of the company in China.

THE aged Viceroy of the Kwang provinces, Tan, is again imploring the Emperor to allow him to resign his office, owing to his age and infirmities. A similar request recently made was peremptorily refused by the Emperor or rather the Empress Dowager who ordered Tan to take two months leave and administer to himself some four taels weight of the best Imperial ginseng, which were forwarded to him from the palace.

ACTIONS for libel are really undertaken on the most trivial of grounds. At Edinburgh, two individuals, who had been charged with house-breaking, but had been acquitted, sued a Glasgow paper for libel on the ground that in its report of the trial the language of the paragraph proceeded on the assumption of the guilt of the prisoners, and gave the impression that they were guilty of the charge of which they were acquitted. The jury at once found for the defendants.

A CHANGSHA (capital of Hunan) dispatch gives a glowing account of the profits made last year by the Steam Launch Company of that city; the dividends paid to shareholders having amounted to a little over 25 per cent of the capital. Owing to the bright prospects before the Company, the Board of Directors, who are all members of the Changsha gentry, intend to extend considerably their operations in the near future, two more serviceable steam launches having been recently ordered through Hankow agents. N. D. C. News.

A WUCHANG private letter states that, owing to the reaction caused by the coup d'etat of September in Peking, most of the enterprises having for their aim the improvement of Hunan province have been temporarily stopped, and amongst them is the suspension of all work on the Kueiching coal mines which, from the first, gave such promise that transporting agencies were established both at Changsha and at Wuchang. Quite a large sum has already been expended on the Kueiching mines and it is to be hoped that a progressive Governor may soon come and re-open them.—N. C. D. News.

MESSRS. Eyre and Spottiswoode announce the issue of a new index to the Times, which will be compiled by Miss Nancy Bailey, and published under the title of "Bailey's Index to the Times." It will be issued every month; the first number appearing early in February with a complete index to the contents of the paper during the preceding month. At the end of each year the contents of the preceding twelve monthly issues will be re-arranged in consecutive alphabetical order, and issued as one single volume, entitled "Bailey's Annual Index to the Times." Subscriptions will be received both for the monthly and the annual issues, together or separately.

An excellent choice has been made by her Majesty, says a home paper, in the appointment of Earl Beauchamp as the successor to Viscount Hampden in the Governorship of New South Wales. He will probably be quite the youngest of Governors, but he has given ample evidence of his fitness to take a prominent part in the direction of affairs, and he is as diligent in public duties as he is capable. Although he is not yet twenty-seven, he has been Mayor of Worcester, filled county offices, and became in 1897 a member of the London School Board. He is a peer of broad and liberal views, of great sympathy with popular education and social reforms, and what is very desirable in so English a colony—a strong Churchman.

DECIDEDLY, the Postmaster-General is a going it, says the Pall Mall Gazette. After Imperial Penny Postage we are to have the private post box in one's own house, office, or place of business. This is an excellent concession to the wholesome—if once deemed revolutionary—doctrine that the Department was made for the public, and not the public for the Department. From the 1st of February a moderate annual fee will give you your private box and two collections a day, or more if you like to pay for them. This is a great improvement on the present arrangement, by which the prices are so high as to be practically prohibitory to private individuals; and what is more, it seems that letters placed in the private boxes will now be deemed to have been legally posted, which is a distinct and legally important advance on the present state of affairs.

It is reported that a hungry rabble over a thousand strong recently broke into the residence of a rich man in Cheko district, near Ningpo, and proceeded to help themselves to its contents. It is said the leader of the robbers, who appear to have formed themselves into a sort of society, has been arrested.

WE are informed by Messrs. Lutgen Einisman & Co., General Agents of the Great Eastern and Caledonian Gold Mine Co., Ltd., that a telegram has been received from the Manager at the mines as follows:—"Only a small quantity crushed, owing to breakdown in machinery, mostly fines, poorest part paddock, 80 tons, 50 ozs., does not include 2 tons rich concentrates, will recommence immediately."

SUGGESTION and rumour are again afloat as a Shanghai paper, as to the removal of the Chinese Court from Peking to Nanking, from the Northern to the old Southern capital, as the names imply. We can only repeat that there seems no immediate intention to carry out any such change. There are reasons to be adduced in its favour, but at the present there is one considerable deterrent. Such a move would be tantamount to the abandonment to the whole North of China, and we know who is willing to occupy it in that case. For the reason that it would play into Russia's hands too openly, such a move could not be contemplated at present.

ANOTHER correspondent, says the Singapore Free Press of 20th instant, waxes indignant over certain exhibitions of a tricycle propelled by petrol on the Esplanade on the evening of Saturday and Sunday. The motor cycle is said to be not only a object of alarm to horses, but a source of danger to traffic of all descriptions, as the machine was careering round the Esplanade at a great pace, far in excess of that attainable by the "scorcher" who sank into insignificance for the time being. The onerous cyclist, last night, had a conveyance attached to his machine in which he favoured his friends by giving them a ride. Two European police were on the Esplanade, and our correspondent asks why they were not moved to interfere.

TSUI TAO-TAI, it is reported, must vacate his post at the latest within three weeks from date in favour of Li Kuang-chiu, Tsui-designate of Shanghai. A Chinese official of high rank who arrived from Nanking yesterday says the N. C. D. News of 24th inst. gives the following as being quite reliable. He states that on the 15th instant Viceroy Liu received a special telegram from the Grand Secretary Jung Lu informing him that "as Li Kuang-chiu was specially appointed by the Empress Dowager to Shanghai, he (Jung Lu) strongly advised the Viceroy Liu to make no further delay in sending Li to Shanghai and refrain from keeping Tsui Chun there, which was against all precedent and very displeasing to the Empress Dowager." It so happened that Li Kuang-chiu was in Nanking at the time of the receipt of the above telegram, having come to pay his new year obeisances to his superior officers, and so Viceroy Liu told him to remain at Nanking for orders. According to the Chief Secretary of the Viceroy, H.E. intends soon to issue the regular formal notice to Li Tantai "to proceed with all haste to his new post," in which case this official should take over his seals of office from Tsui Chun by the middle of March next.

THE ROYAL WELSH FUSILIERS.

ST. JAMES'S DAY PARADE.

To-day being St. David's Day, the Royal Welsh Fusiliers, according to old established custom, were paraded at the headquarters and marched through the town with band playing and colours flying. The parade was commanded by Lieut. Colonel Mainwaring and sixteen other officers were present. The full strength of the parade was between four and five hundred. The regiment looked particularly smart in their new uniforms. The Queen's colour was carried by Lieut. Granger, and the Regimental colour by Lieut. Johnson, and very proud Hongkongites should feel at the presence of a regiment with such a battle record. The regiment was formed up at 10.30 leaving the barracks at 10.45 to the tune of "The Brigade Camp" which is always played on leaving barracks with the colours. Returning to the parade ground "Men of Harlech," the well known Welsh air, always played on arrival at a destination was performed by the band. The colours were then marched to the Officers' Mess, accompanied by one company and the band playing the regimental march "Grenadier Guards." The remainder of the day was observed as a general holiday and beer was served out from the canteen funds. The Mount Austin and Kowloon detachments were also paraded.

The day is celebrated at the various messes by the youngest members eating the leek. A dinner is to take place according to custom at the Officers' Mess to-night when "Billy," the goat, will be led round the mess room by the smallest drummer boy, who for the honour is supposed to be in command. The youngest Lieutenant Mr. Bill-Aeton, will eat the leek to the accompaniment of the drums. The leek will also be eaten by the visitors and junior officers. We are privately informed that the leek obtainable in Hongkong, although expensive, lacks delicacy of flavour, but is pronounced by the Royal Welsh to excel in pungency.

A St. David's Day will be given by the Sergeants' Mess on Friday next.

The goat, we may remark, was presented to the Regiment by Her Majesty the Queen and joined at Malta some three years since. From his sleek appearance a martial career seems to have agreed with him for seldom have we seen so fine an animal.

THE BOOM IN TIN.

A Redruth telegram says the recent heavy advance in the price of tin is causing excitement in Cornwall. At the fortnightly meeting of Redruth Tin and Dolcoath tin fetched 45s. against 43s. a year ago, and several prices were 2s. above last fortnight's figures.

## HONGKONG FIRE INSURANCE COMPANY, LIMITED.

The thirtieth ordinary general meeting of the Hongkong Fire Insurance Co., Ltd., was held to-day in the offices of the General Managers, Messrs. Jardine, Matheson and Co., Ltd., The Hon. J. J. Bell, Esq. presiding. The other gentlemen present were—Hon. C. P. Clater, Messrs. J. H. Lewis, S. G. Bird, A. J. Raymond, and C. H. Thompson (Consulting Committee), and C. T. Veitch (Secretary), A. McConachie, G. C. Anderson, G. H. Potts, R. C. Wilcox, T. A. C. Hawkins, D. C. Campbell, K. A. Chinoy, Ho Fook, J. M. S. Alves, Lo Cheung Shiu, Ho Tung, B. Byrnmjce, J. Gossman and J. R. Michael.

The Secretary read the notice convening the meeting.

The Chairman said—Gentlemen, with your permission I propose to take the Report as read—Although the result of the 1897 working, as compared with the previous year shows a diminution of profit to the extent of \$25,000 and we are consequently not in a position to return to Shareholders so much dividend, I trust you will agree with me in considering the statement now presented, as not an unsatisfactory one. The percentage of Charges and Commissions on the premium income shows a reduction of 4 per cent while the amount set aside for Bonus to contributing Shareholders is considerably less owing to the larger proportion of business being now done on net terms. You will doubtless approve of the appropriation to the Reserve Fund, which Fund I may state is larger than ever in the history of the Company, exceeding what it stood at in 1893 when we unfortunately were under the necessity of withdrawing the sum of \$60,000 therefrom. The principle of placing annually to Reserve the maximum amount allowed by our Articles of Association will I hope continue to have the approval of shareholders. The balance at credit of the 1898 working on 31st December, owing to increased premium and interest, is somewhat larger than the previous year notwithstanding heavier losses. The claims paid as shown in the account are over \$20,000 in excess of 1897, and since then losses to the extent of \$14,604 have been ascertained, but at date we are only in this respect in a worse position than at the corresponding period last year by \$5,500. Our principal losses have been increased in Shanghai, due to it being suspected in many cases to incendiarism which it is impossible to guard against, and it is a matter of much regret that the native authorities at the northern port appear not to attach the same importance to visiting crimes of this nature with the most severe punishment, as in other parts of the world. Gentlemen, I have no further remarks to make, but I shall be pleased to give any further information which any shareholder may desire before moving the adoption of the report and accounts.

No questions being asked, the Chairman proposed the adoption of the report and accounts.

Mr. McConachie said—Mr. Chairman, the report you have just submitted must, I think, be considered by all a satisfactory one. It is true the dividend is not quite equal to that of last year, but still it is a very good one, and in addition we must not overlook the fact that you are able to strengthen the reserve fund by \$22,552.22, which in my opinion is a wise policy. The balance carried forward to 1898 account is larger by \$5,000 than you were able to carry forward to the 1897 account, which considering the bad times Fire Insurance has been having is most satisfactory. With these remarks, I beg to second the adoption of the report and passing of the accounts.

Carried.

Mr. G. C. Anderson proposed that the appointments of Messrs. S. G. Bird and C. H. Thompson to the Consulting Committee be confirmed, and that all the members of the Consulting Committee be re-elected.

Mr. Campbell seconded.

Carried.

Mr. Chinoy proposed that Messrs. F. H. Henderson and W. H. Potts be re-elected auditors.

Mr. Wilcox seconded.

Carried.

The Chairman—Dividend warrants will be sent out to-morrow.

ROYAL HONGKONG YACHT CLUB.

8TH CLUB RACE.

This race was sailed on the 19th of February in a strong east wind. The course was (No. 18) the following boats started at 1.15 and 1.30. A class 1, 4, 6, 7, 8, 9. B Class 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 4



## THE ANHUI REBELLION.

An edict of the 21st instant orders the punishment to be meted out to the substantive and acting District Magistrates of Kuang, Anhui province, who have, it appears, been made the scapegoats of the high provincial authorities of Anhui in their attempt to explain away to the Emperor Dowager the cause of the rebellion now going on in that province. "We have received the memorial of T'eng Hui-shan, Governor of Anhui, giving the results of his enquiry into the causes of the rebellion in his province in which he recommends that punishment be meted out to the local authorities who were in office at the time. It seems that Ao Yang-ngh, the then district magistrate of Kuang, was most reprehensible in not recognizing the seriousness and gravity of the situation when Niu-Shih-shui, the chief rebel, hoisted the standard of rebellion outside the city of Kuang, in consequence of which the disturbances spread around affecting the neighbouring districts. Then, when the said magistrate was removed from his post and Ch'ien Fuyuan, an experienced official, was sent to Kuang as acting magistrate, this man also made the fatal mistake of treating the rebellion too lightly and made no effort to capture the rebel chief, all of which goes to expose the utter incapacity and criminal carelessness of these two officials. In punishment thereof we hereby command that the said Ao Yang-ngh and the said Ch'ien Fuyuan be forthwith cashiered and dismissed for ever from the public service. Proper and speedy steps must now be taken to put a stop to all further rebellion." Reading between the lines of the above edict it appears that the Anhui rebellion is still spreading, in spite of official assurance to the contrary.—*M. C. D. News.*

## AN ENGINEERING FEAT.

Shanghai, February 25th.  
The China Merchants' steamer *Kiangkwan* in Farnham and Co's Dock at Tungshan was driven ashore yesterday afternoon, the cause of which a number of visitors from Shanghai. The weather was delightful, it being both warm and brilliant, in fact it was a veritable May day. At twenty-five minutes to three the coolies manning the capstan at the head of the Dock and as the tackle tightened those on board kept up a din with their hammers driving home the wedges in order to give the ponderous weight a start. Within a couple of minutes the strain told and the fore and aft began to travel. Everything went without a hitch but the movement was decidedly slow owing to the absence of steam power. However, those looking on, when interest began to pall, soon found with such glorious weather that the time could be agreeably spent chatting in groups and watching the various iron-cutting machines at work. The *Kiangkwan* will have fifty feet put in amidships which will give her 1,000 tons more cargo space in the hold and 3,500 square feet of main deck for stowage passengers, besides room on the upper deck for an additional hundred first-class passengers. With her previous cargoes her draft will be somewhat less with a slightly increased speed on the same rate of coal consumption. The new scantling is to be of steel which will compensate for the additional longitudinal strains and besides this, the new hold will have two trussing girders. Although the vessel was built in 1876 her hull is almost as good as new, very little corrosion being noticeable on either the frames or plates. Her rudder has had nine inches more width added to it and she has been fitted with the latest and most improved Miler and Caldwell's steam steering gear. The former sailon is to be converted into first-class Chinese cabins and on the swimming deck a European saloon is to be constructed with a length of eighty feet. Shortly after half-past three, the vessel only having some twenty feet more to travel, the company left for Shanghai in the launches very courteously provided by the Dock Company.—*M. C. D. News.*

## SUMMARY DECAPITATIONS.

A Soochow letter states that a rumour has reached that city from Wuhu to the effect that three clerks belonging to the telegraph station in that city had been summarily executed at Nanking on the 11th instant. The story is that the four clerks, two of whom are natives of Soochow, had been bribed by rebel sympathizers at Wuhu to delay sending to Governor T'eng, at Nanking, certain important telegrams from the disturbed districts praying for aid in consequence of which many villages had been plundered by the rebels and the Imperial troops defeated in two engagements, losses which could have been avoided had the telegrams in question been forwarded to the Governor of Anhui the moment they had been received at Wuhu from Lichow. The delay was discovered after the return of the Commanders of the defeated troops, and upon investigation by special deputies of the Governor, the clerks who received the telegrams asking for help could not satisfactorily explain the delay in forwarding the messages to Nanking. One clerk then turned State's evidence and revealed the whole conspiracy, whereupon all four were sent under guard to Nanking and three of them had to pay the penalty of their treason with their lives—none of them being over 24 years of age. Regarding the above, which we give with all reserve, it is not out of place to refer to the small salaries paid by the Imperial Chinese. Telegraphs to their clerks, generally less than \$10 a month, the head clerk of an office getting offer of a bribe, particularly at China New Year time, might exert a powerful influence.—*M. C. D. News.*

## MR. WILLIAM BLACK'S WILL.

The will of Mr. William Black, the novelist, who died on December 10th, has been proved at Somerset House by Mr. J. G. Morten, Ivy Hall, Richmond, and Mr. Colin Hunter, A.R.A., 14, Melbury-road, Kensington, the executors. It is written on three pages of note-paper, headed "Paston House, Paston-place, Brighton" (the deceased's residence). The testator bequeaths his plate, linen, furniture, and the bulk of his pictures to his widow. Three pictures by Colin Hunter, A.R.A., he leaves to his sister, Mr. Morten, the MS. of "Sunrise" is left to Mr. Colin Hunter. Mr. Black bequeaths £300, free of legacy duty, to Janet Glen Black, and £500 to his brother David. The residue of his property, real and personal, the testator leaves in trust for his widow, and for his children in equal shares after her demise. The estate is worth at £20,625, 15s. 6d., of which £25,378 14s. 6d. is net personality.

## TO KEEP VIOLETS FRESH.

If one desires to use violets for the toilet, the following way of keeping them fresh has been found excellent: Surround the stems with wadding, after dipping them in salt water, and cover with a layer of tinfoil. If they are used for interior decoration, place the stems in salt water and besprinkle the flowers. At night cover them firmly with tissue paper and see to it that they are not kept in too warm a place. In this manner they can be kept fresh for several days.

## OUR IMPORTS AND EXPORTS.

The British trade returns for the last month of 1898 are very satisfactory, and they show a large expansion of trade both in imports and exports. The imports are valued at £45,331,608, an increase of £1,998,072, equal to 4.6 per cent., and the exports of British and Irish produce at £20,978,408, an excess of £1,658,352, equal to 8.5 per cent. The exports of foreign and colonial merchandise were of the value of £5,535,953, or more than last year by £546,775, equal to 10.9 per cent.

In the past year there has been an increase in the value of the imports of £19,575,238, equal to 4.3 per cent., and more than three-fourths of that amount is spread over articles of food. The exports of British and Irish produce are less than in 1897 by £288,916, or 0.4 per cent. At one time during the year it seemed probable that this decrease would be much greater, the decrease for the first six months being £4,902,000. The foreign and colonial merchandise exported, on the other hand, has increased by £64,789, although the value of sheep's wool has fallen off in value by nearly £3,300,000. For the three years the totals are as follows:—

	1896	1897	1898
Imports	44,868,904	43,107,960	45,331,608
Exports	20,445,531	21,210,788	20,978,408
Foreign and Colonial	56,232,663	59,954,418	56,619,159
Total	96,379,214	94,474,118	94,009,921

As regards the movements of gold and silver, the imports for the three years compare as follows:—

	1896	1897	1898
Gold	30,068,530	30,864,571	30,900,050
Silver	15,045,114	17,969,688	15,619,159
Total	45,113,644	48,834,259	46,519,209

## PATENTS IN 1898.

Messrs. Stanley, Popplewell, and Company, chartered patent agents, write from 61 and 62, Chancery-lane:—A few details concerning patents for inventions may, we venture to think, be of interest to your readers. The statistics of the Government Patent Office which no means infallible as an index of the activity of inventive genius, yet it is interesting to compare the figures of the year just closed with those of preceding years. The total numbers of applications for patents in 1898 was approximately 27,639, a falling off from the number in 1897 and 1896, which were 30,958 and 30,193 respectively. The boom in the cycle industry accounted for 6,000 and 5,000 during these two years. English inventors are giving more attention than formerly to foreign patents, which often prove more profitable than those of our own country. On the other hand, the number of foreigners taking out English patents appears to be on the increase. Women inventors contribute some hundreds of patent applications yearly, the proportion continuing with a strange regularity at 2.3 per cent. of the whole. The subjects include dress, cycles, and even mechanical and engineering devices. It may then be concluded that notwithstanding the decrease in the number of English applications, the world of invention is as active as ever. Inventions are of a less ephemeral nature, a large number are carried to completion and taken abroad, and there is plenty of scope to-day for new ideas.

## NEWFOUNDLAND.

The Treaty of Utrecht contains one provision, at any rate, which is well for all of us to bear in mind in the course of this controversy, and that is, it provides that thenceforth the island of Newfoundland shall belong as of right wholly to Great Britain. Then it contains a prohibition to Frenchmen to resort to the shores of Newfoundland except for the one purpose of the fishery, and it prohibits them also from erecting stages or buildings except those which are for drying fish. The treaty was confirmed and guaranteed by subsequent treaties in 1763 and in 1783, and to the last of these treaties a declaration was attached by which the King of Great Britain, George III, pledged his Royal honour that he would prevent any interruption of the French rights of fishery by British competition. Now, those are all the rights which are given to France in any treaty, and ever since that, from that day to the present, the French have been continually striving to extend and enlarge them, while at the same time their interest in the fishery has been continually decreasing. They have in the first place interpreted the right to catch and to dry fish as though it included the right to trap and to catch lobsters, although any naturalist could have told them that a lobster is not a fish, and any trader would say that catching and drying is not trapping and canning. They have interpreted the prohibition to take up permanent residence on the shores by establishing dwellings and stores which they occupy during the summer season, which are occupied on their behalf by guardians sent from the natives of Newfoundland during the winter, so that they have transformed a temporary convenience used for drying of fish into permanent buildings, establishments, and stores, which are being used for very different purposes, because the French claim also that all goods required for the fisheries, all stores, shall be imported into Newfoundland free of duty, and though they are stored there it is alleged by the colonists that they are afterwards smuggled into the islands to the great detriment of the local revenue. These things, to use a mild phrase, are annoying to the people of Newfoundland. But those annoyances are nothing to what follows, to the further development of the claims of the French which have been persistently put forward by them, and, I am afraid, sometimes inadequately resisted by us. They claim to construe the prohibition to resort to the shores of Newfoundland except for the purpose of the fishery, and the quarantine of King George III, that they should not be competed with in those fisheries, giving them a practical monopoly of 1,800 miles of Newfoundland coast, which the treaty declares to be, of right, wholly British, and in connection with this claim they have on various occasions attempted to interfere with British trade, to prevent mining operations, to interfere with the construction of railways, to prevent the erection of piers and bridges, and generally to put a stop to the whole development of the country. They have, in fact, by means of the alleged right given to them under those antiquated treaties, strangled our colony in Newfoundland, and have done that without a penny of advantage to themselves.

## HOW TO GET ON.

Answer all unpleasant questions by asking another question, and never before you can begin with an amble. Make yourself pleasing by flattery all. Make every man your dupe by flattery. Avoid intimacies: Suffer no man to come so near that you cannot call him "Mr." with propriety. Satan had found no footing in Paradise if he had not gained over Eve to his party; for ever secure some one thing to your interest; young or old; high or low; man or maid. A man who would establish a good character with the world must be a constant asser.

## OUR DIFFERENCES WITH FRANCE.

MADAGASCAR.  
There are two important questions still open, still requiring settlement. One of them is the question of Madagascar and the other is the question of Newfoundland. As regard Madagascar our case is before the world. We think there has been a breach of faith, that solemn agreements have been ignored and evaded, that we have been deprived of rights which were ours by treaty to the considerable injury of British commerce. It is no satisfaction to us to know that this mistaken policy which has injured us has done no good to them, but has destroyed the prosperity of their newest colony. What we feel is that as long as this question is unsettled there will be a deep sense of grievance in the English people, and we hope and we believe that it will be considered, and will be settled in a way which may be accepted by the people of both countries.

## THE FIRST WEARER OF A TOP HAT.

In view of the increasing popularity of the top hat in Hongkong, the following clipping should prove of interest to our readers:—An old journal, dated January 16, 1797, gives (according to the *Illustrated Gazette*) the following amusing account of the wearing of the silk hat in London. "John Hetherington, haberdasher of the Strand, was arraigned before the Lord Mayor yesterday on a charge of breach of the peace and inciting to riot, and was required to give bonds in the sum of £500. It was in evidence that Mr. Hetherington, who is well connected, appeared on his public highway wearing upon his head what he called a silk hat (which was offered in evidence), a tall structure having a shiny lustre, and calculated to frighten timid people. As a matter of fact the officer of the Crown stated that several women fainting at the unusual sight, while children screamed, dogs yelped, and a young son of Colchester Thomas, who was returning from a chandler's shop, was thrown down by the crowd which had collected, and had his right arm broken. For these reasons the defendant was seized by the guards and taken before the Lord Mayor. In extenuation of the crime the defendant claimed that he had not violated any law of the kingdom, but was merely exercising a right to appear in a head-dress of his own design—a right not denied to any Englishman."

## NOTANDA.

CALENDAR.	
MARCH.	
Meteorological means based on ten years' observations to 1897.	
Barometer	30.141
Thermometer	57.3
Humidity	79.0
Rainfall	1.76
TO-DAY.	
WEATHER REPORT.	
On date at 4 P.M.	Wind at 4 P.M.
Barometer	30.11
Thermometer	71
Humidity	80
Rainfall	77
TO-DAY.	
Wednesday, 1st March, 1899.	
Chinese—23rd of 1st moon of 25th year of Kwong-shi.	
Sun—Rises	6hr. 13min.
Set	5hr. 47min.
High water—Morning	10hr. 53min.
Afternoon	1hr. 10min.
Low water—Morning	5hr. 54min.
Afternoon	5hr. 11min.
ANNIVERSARIES.	
1841—Surrender of Guam by Lieut. Col. Palmer.	
1862—Public Meeting decided to establish a Volunteer Corps.	
1871—The German Army entered Paris.	
1885—Bombardment of Chinese forts by French men-of-war.	
1885—Chinese gunboat <i>Sai-tsin</i> lost off Nam-chow.	
1897—Gold Standard adopted by Japan.	
TO-MORROW.	
Thursday, 2nd March, 1899.	
Chinese—24th of 1st moon of 25th year of Kwong-shi.	
Sun—Rises	6hr. 13min.
Set	5hr. 46min.
High water—Morning	10hr. 50min.
Afternoon	1hr. 57min.
Low water—Morning	5hr. 16min.
Afternoon	6hr. 0min.
ANNIVERSARIES.	
1791—John Wesley died.	
1841—Whampoa Island Battery carried.	
1854—Death of the Czar Nicholas.	
1880—P. & O. steamer <i>Thames</i> ashore in Lyce-moon Pass.	
1882—Attempted assassination of the Queen.	
1896—British s.s. <i>Humber</i> lost on the Pescadore.	

## SHIPPING AND MAIL NEWS.

MAILS DUE.  
Indian (*Kutsum*) 3rd inst.  
English (*Chusan*) 4th inst.  
German (*Bayern*) 4th inst.  
American (*City of Rio de Janeiro*) 8th inst.  
American (*Coptic*) 11th inst.  
Canadian (*Empress of China*) 20th inst.

## HONGKONG AND WHAMPOA DOCK RETURNS.

H.I.G.M.S. Kaiser	at Kowloon Dock
Athenian	" "
Isla de Cuba	" "
Isla de Luzon	" "
Hud	" "
H.I.G.M.S. P. Wilhelm	" "
Tryph	" "
H.I.G.M.S. Mevius	" "
H.M.S. Fante	" "
Tai-cheng	" "
Shin Maru	" "
D. Juan d'Austria	Cosmopolitan
Phra Nang	" "
Phra Chom Klao	" "
Quarta	Aberdeen

## PASSED THE CANAL.

Outward—Feb. 3rd *Chingsoo*, Indravalli, *Pratishul*, Anapa; Feb. 7th *Harperley*; Feb. 10th *Glenary*, *Kurnburg*; Feb. 14th *Bayern*, *Porchun*, *Elphinstone*, *Tenafin*; Feb. 17th *Yarra*; Feb. 21st *Dakleberg*.  
Homeward—Feb. 17th *Japan*, *Atsurla*, *Mogul*; Feb. 21st *Dionid*.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship.  
"THALES."  
Captain Hall, will be despatched for the above Ports, TO-MORROW, the 2nd instant, at Daylight.  
For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.  
Hongkong, 1st March, 1899. [283a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.  
FOR MANILA (DIRECT).  
THE Company's Steamship.  
"ESMERALDA."  
Captain Taylor, will be despatched for the above port, TO-MORROW, the 2nd instant, at 5 P.M.

This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.  
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Manager.  
Hongkong, 27th February, 1899. [276a]

MOGUL-WARRACK-MILBURN LINE.  
FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship.  
"SIKH."  
will be despatched as above on or about the 2nd instant.

S.S. "ARGYLE" About 11th Mar., 1899.  
S.S. "ACDUFF" " 31st Mar., 1899.  
S.S. "GHAZEE" " 13th April, 1899.  
For Freight or Passage, apply to DODWELL & CO., LIMITED.  
Agents.  
Hongkong, 6th February, 1899. [51]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PORT SAID, FIUME AND TRIESTE.  
(Taking Cargo at through rates to BLACK SEA, LEVANT AND ADRIATIC PORTS.)  
THE Company's Steamship.  
"ASTRIA."  
Captain Raskevich, will be despatched as above on SATURDAY, the 4th March, A.M.

For information as to Freight, apply to SANDER, WIELER & Co., Agents.  
Hongkong, 27th February, 1899. [281a]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship.  
"ANTENOR."  
Captain Jackson, will be despatched as above on SATURDAY, the 4th March, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 21st February, 1899. [277a]

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.  
"LIGHTNING."  
Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 7th March, at Noon.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.  
Hongkong, 28th February, 1899. [286a]

## CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE VIA MANILA.  
THE Company's Steamship.  
"TAIYUAN."  
Captain Nelson, will be despatched on WEDNESDAY, the 15th March, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 28th February, 1899. [282a]

## CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship.  
"TAIYUAN."  
Captain Nelson, will be despatched on WEDNESDAY, the 15th March, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 28th February, 1899. [285a]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship.  
"AIRLIE."  
Captain Kock, will be despatched as above on THURSDAY, the 16th March, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric-light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 28th February, 1899. [284a]

## Shipping.

## STEAMERS.

"GLEN" LINE OF STEAM PACKET.  
FOR LONDON, VIA SUEZ CANAL.  
THE Steamship.  
"GLENESK."  
Captain Darke, R.N.R., will be despatched as above on TUESDAY, the 7th March, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.  
Hongkong, 27th February, 1899. [202a]

"GLEN" LINE OF STEAM PACKET.  
FOR LONDON, VIA SUEZ CANAL.  
THE Steamship.  
"GLENARRY."  
Captain Gedye, will be despatched as above on or about the 10th March.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.  
Hongkong, 11th February, 1899. [205a]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR TIENTSIN.  
THE Company's Steamship.  
"NANCHANG."  
Captain Finlayson, will be despatched as above on SUNDAY, the 12th March, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 28th February, 1899. [290a]

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship.  
"MOYUNE."  
Captain Conradi, will be despatched for the above ports, on or about the 20th March.

To be followed by the "LIV."  
Captain Jacobs, sailing about 15th April.  
For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.  
Hongkong, 20th February, 1899. [245a]

TO LET FROM 1ST MARCH.  
THE COMMODOUS OFFICES on the GROUND FLOOR of No. 9, Praya Central, now occupied by Messrs. DODWELL & Co., Ltd.  
Apply to E. D. SASSOON & Co.  
Hongkong, 3rd February, 1899. [167a]

TO LET.  
SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).  
PROPERTY now occupied by the Bowrington Saw Mills.  
FLOORS in STAUNTON and ELGIN STREETS.  
"BAHAR LODGE," No. 4, RIFON TERRACE.  
"HARFORD" MAGAZINE GAP. Comfortably furnished.  
Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, 31st January, 1899. [12]

Intimation.  
THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.  
HONGKONG EXCHANGE.  
OPEN DAY AND NIGHT.  
SUBSCRIPTIONS.  
EXCHANGE LINES, \$80 Per Annum.  
PRIVATE LINES, \$100 Per Annum.  
NO CHARGE FOR INSTALLATION.  
N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.  
INCLUDING:—  
BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.  
ELECTRIC BELL INSTALLATIONS, Erected and kept in order.  
Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.  
NOTE ADDRESS:—13, PRAYA CENTRAL.  
For full particulars &c., &c., Apply to W. STUART HARRISON, Manager.  
Hongkong, 18th January, 1899. [11]

## Intimations.

## NAVY CONTRACT.

1890-1900.

SEALED TENDERS in DUPLICATE, will be received by the VICTUALING STORE OFFICE, H. M. Victualing Yard, until NOON, TO-MORROW, the 2nd instant, for the Undermentioned Articles:  
Biscuit Raisins.  
Soft Bread Rice.  
Flour Milk Condensed.  
Fresh Beef Sugar.  
Vegetables Fresh Milk, and Potatoes. Suet and Fat.  
Printed Forms of Tenders and Further Particulars can be obtained at the VICTUALING STORE OFFICE'S OFFICE.  
The right to reject the lowest or any Tender is reserved.  
Hongkong Victualing Yard, 1st March, 1899. [240a]

## QUEEN'S COLLEGE.

TERM begins MONDAY, the 6th March, at 9 A.M. on which day every vacancy will be filled. Applications for ADMISSION and READMISSION should be made AT ONCE.  
GEO. H. BATESON-WRIGHT, D.D., Head Master.  
Hongkong, 27th February, 1899. [279a]

## HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S" ACCOUNT OF THE 1899 RACE MEETING.  
will be produced in PAMPHLET FORM containing PLACES and UNPLACED PONIES, JOCKEYS and OWNERS.  
PRICE 50 CENTS.  
Only a limited Number will be printed.  
Send Orders early to The Manager, "HONGKONG TELEGRAPH" OFFICE, Podders Hill.  
Hongkong, 23rd February, 1899.

THE BEST VALUE IN THE COLONY.  
FOR GROCERIES AND PROVISIONS.  
24, 26 & 28, DUTCH STREET.  
Hongkong, 28th December, 1898.

THE MUTUAL STORES.  
WORTH A GUINEA A BOX.  
BEECHAM'S PILLS.  
FOR ALL BILIOUS AND NERVOUS DISORDERS, SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box.  
Prepared only by the Proprietor:—THOMAS BEECHAM, St. Helens, England.  
SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [38]

THE LEADING CATERERS.  
COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others.  
THE GRILL ROOM.  
Hongkong, 1st September, 1897. [39]

MEE CHEUNG, PHOTOGRAPHER.  
TOP FLOOR OF ICE HOUSE, 111, Ice-House Road.  
I am now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTISED in the Colony or in any part of the Far East: GROUPS and VIEWS a speciality.  
Hongkong, 22nd September, 1898. [45]

SIEN TING, SURGEON DENTIST.  
No. 10, DAGUILLAR STREET.  
TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 27th September, 1898. [43]

DENTISTRY.  
SUI SANG, DENTIST.  
(Lately Practising with Dr. I. SAKATA.)  
No. 8, Queen's Road Central, Hongkong, 4th January, 1899. [11a]



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU C. Hillcoat	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	To-morrow, 2nd March, at 4 P.M.
OMI MARU	(NAGASAKI, KOBE and YOKO) HAMA	FRIDAY, 3rd March, at 1 P.M.
WAKASA-MARU J. B. Macmillan	MARSEILLES, LONDON, ANTWERP, BREMEN, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	THURSDAY, 14th March, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 1st March, 1899.



## SETTING UP OF DISTILLERIES

Rice — Corn — Sugar-cane, etc.  
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS  
SETTING UP OF  
Liquors Factories — Preserves Factories  
Laboratories of Druggists — Essences Factories  
STEAM KITCHENS  
BOUOT & GRANGE, Rue Malthe, PARIS

Apply to Messrs. Dodwell &amp; Co., Ltd., Hongkong.

## WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

## Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in bodily or mental shape. When food fails to nourish, Scott's Emulsion will be found to be an effective remedy for overcoming emaciated individuals.

Sole Agents for Hongkong and the Empire of China: WATKINS &amp; Co., Hongkong.

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS &amp; Co., Bank Buildings.

Hongkong, 9th March, 1899.

## CARBOLINEUM AVERNARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN &amp; Co., Hongkong, 11th September, 1899.

## CHS. J. GAUPP &amp; CO.

CHRONOMETER, WATCH, AND CLOCK-MAKERS JEWELLERS SILVER-SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

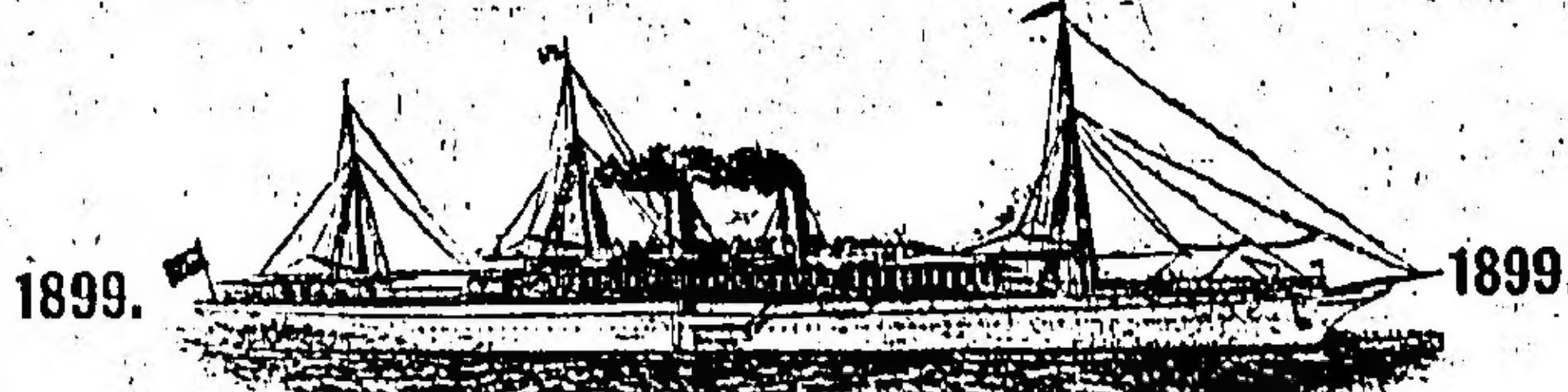
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES.

MARINE GLASSES, AND SPYGLASSES.

Nos. 54 &amp; 56, Queen's Road Central.

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—16,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar, 1899.

EMPRESS OF INDIA...Comdr. R. A. Webb, R.N.R...WEDNESDAY, 5th April, 1899.

EMPRESS OF AUSTRALIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALMATIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return-tickets to various points at reduced rates; Good for 4, 6, 9 and 12 months.

SPECIAL RATES—First class only, granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan (Governments).

The attractive features of the Company's route embrace ITS PALMATIC STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Fadder's Street.

Hongkong, 15th February, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU...At Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Saturday, 4th March, at Noon.

AMERICA MARU...At Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Thursday, 30th March, at Noon.

HONGKONG MARU...At Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Tuesday, 25th April, at Noon.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 4th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates, first class only, are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 9th February, 1899.

## CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C.P.R. Company's Steamship

"TARTAR."

4,425 tons gross register, will be despatched on or about MONDAY, the 6th March, for VICTORIA AND VANCOUVER, via MOJI, KOBE and YOKOHAMA.

The vessel has excellent accommodation for Saloon passengers. Through tickets issued to all points.

Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &amp;c., apply to D. E. BROWN, General Agent.

Hongkong, 27th February, 1899.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSEUS GULF, COLOMBO and AMERICAN PORTS.

THE Steamship "CITY RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, &amp; HONOLULU, on TUESDAY, the 14th March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 18th February, 1899.

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Albatross...3,750 J. McMillan...Mar. 21.

Olympic...2,857 J. Truebridge...April 1.

Victoria...3,502 J. Pantou...April 25.

Tacoma...2,811 J. Dixon...May 13.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Lenox...3,677 Williamson...Mar. 11.

Columbia...2,976 N. Moncreux...April 15.

Monmouthshire...2,874 W.A. Evans...May 6.

Lenox...3,677 Williamson...June 3.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad Company is second to none in the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Service.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or., (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODD WELL &amp; CO., LIMITED, General Agents.

Hongkong, 18th February, 1899.

## FOR SAN FRANCISCO.

THE 100 A1 British Bark "QUEEN MARGARET" Fraser, Master, shortly expected here will load for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 23rd January, 1899.

## Mails.

## NORTH GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## HAMBURG-AMERICA LINE.

(East Asiatic Service.)

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SILESIA	HAVRE, HAMBURG/BREMEN	About 15th March	Freight
Beltrius	(LONDON with transhipment in HAMBURG)	March	Passage
SUEVIA	HAVRE, HAMBURG/BREMEN	About 22nd March	Freight
Foerck	(LONDON with transhipment in HAMBURG)	March	Freight
WITTENBERG	HAVRE, HAMBURG/BREMEN	About 30th March	Freight
Madsen	(LONDON with transhipment in HAMBURG)	March	Freight
NURNBERG	HAVRE, HAMBURG/BREMEN	About 8th April	Freight
V. Blüher	(LONDON with transhipment in HAMBURG)	April	Freight

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess. Calling at NAPLES for Passengers only, if sufficient inducement offers. For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 11th February, 1899.

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 2nd May, at Noon.

THE U.S. Mail Steamship "CITY RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, & HONOLULU, on TUESDAY, the 14th March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 27th February, 1899.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 21st March, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 15th April, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 11th May, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 21st March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained on application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 27th February, 1899.

## NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON, TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Bayern...Wednesday 29th March

Prinz Heinrich...Wednesday 26th April

Preussen...Wednesday 24th May

ON WEDNESDAY, the 29th day of March, 1899, at 9 A.M., the Company's Steamship "BAYERN" Captain E. Prehn, with MALES, PASSENGERS, SPECIE, & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 27th instant. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 28th instant, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 28th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than £25 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linon can be washed on board.

For further Particulars apply to MELCHERS & Co., Agents.

Hongkong, 1st March, 1899.

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